STANDARD OILS.

100 Anglo-Am Oil. 18½ 18;
10 Ohlo Oil. ... 276 276
400 8 O Indiana ... 67½ 67;
20 S O New York.341 340

Amoskeag ... 86½
Am Sugar pf. 106½
Am Fel. ... 109
Am Wool pf. 96
Eastern Mfg. 21
Eastern S S ... 18
Edison ... 162
Gray ... 12
Greenfield ... 34½
Intl Cot M pf 84½
Intl Coremt... 21
Intl Cement... 21

RAILROADS.

SAN FRANCISCO MINING STOCKS.

TONOPAH.

Advances of Half Cent a Pound Are Made by Most of

the Options.

Points not light. Low. C March ... 13.45 13.87 13.46 13. May ... 13.85 14.22 13.84 13.10 14.50 14.50 14.50 14.50 14.50 14.50 14.50 14.50 14.64 1 December .14.55 14.80 14.64 1

NEW ORLEANS.

NEW ORLEANS Feb. 25.—Phigher at the opening of to-day's cete, Texas points reporting a bett and the market closed at net advant to 32 points. Closing: March. 11 3.66; July. 13.93; October, 14.20; 14.35. SOUTHERN SPOTS.

GRAIN

CHICGAO, Feb. 6.—A report that Greece was trying to buy wheat in this country sharply advanced that cereal to-day and

was trying to buy wheat in this country sharply advanced that cereal to-day and prices averaged higher, closing at the top. Green bug talk from Texas also was a factor. Coarse grains were affected by the strength in wheat. At the finish wheat was up 3 to 4%c., with March \$1.57% 1.57% and May \$1.47%?

1.47%; corn showed a net advance of 1% @1%c.; oats were 15% 01%c. lower. An oversoid condition was disclosed in the wheat market when shorts tried to cover and the advance was easily attained. As far as known Greece did not buy any wheat here to-day. Argentine wheat was regarded as cheaper than domestic and it was figured by seaboard handlers that it would be laid down at New York with freight costs included at somewhat less than the domestic hard winter wheat from Chicago. Sentiment on the whole was somewhat less bearish, partly because of the big decline in prices of late.

Coarse grains averaged higher and at the outside figures showed above the finish of a week ago. The advance was rather sharp after a minor dip early in the session. Buying by shorts and weekend evening up had much to do with the upturn. Country offerings were not large and no increase in the movement is expected with unsettled weather condi-

large and no increase in the movement is expected with unsettled weather condi-tions predicted for the week.

CHICAGO PRICES. Open. High, Low. Close, day, 153 1574 1514 157 1524 1444 1474 1424 1474 1444

March..... May..... CORN—
65% 65% 66% 66% 66%
May 65% 65% 65% 66%
CATS—
41% 43 41% 42% 41%
July 42% 44 42% 43% 42%
LARD—
May 12.97 13.00 12.55 12.75 13.05
RIBS—
May 11.92 11.95 11.60 11.77 12.00
FORK—
May 22.00 22.00 21.70 21.77 22.75

NEW YORK PRICES.

Int Silv pf 85 90 | Yale & T. 255 265 STERL STOCKS, Bid. Ask. Am Brass. 190 190 | East Steel 30 40 Ask. Am Brass. 190 190 | East Steel 30 40 Ask. Am Brass. 190 190 | East Steel 30 40 pf. 72 78 | East Steel 30 40 pf. 72 180 185 | East Steel 30 40 pf. 72 76 | East Steel 32 25 do pf. 96 85 | East Steel 32 25 do pf. 90 do 18 pf. 55 | Slosylli Mfr. 300 340 do 3d pf. 50 Thomas Iron 30 Colts Arms. 40 424 Winch Carp.300 400 Du P Pow 180 185 | Woodward. 45 50

NEW YORK CURB MARKET SATURDAY, FEBRUARY 5, 1921.

TOWN MARKETS

BALTIMORE. CHICAGO

E1.... 63 63 & Me.. 2415 2415 S pf... 72 72 I H & H 1936 2114 End.... 41 41 MISCELLANEOUS. PITTSBURG.

MARKETS

es. Open. High. 35 Alliance Ins... 18% 18% 60 Am Stores.... 50% 51

MISCELLANEOUS

TRUST AND SURETY COMPANIES.

Am Surety 65 70 Manufac'rs 185 30 Bankers 350 40 Mer T 290 310 Bond & Mig 210 . Metropolitan 265 ... Brooklyn Tr. 450 475 Mige Bond 75 ... Mut T of W ... 35 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 303 Nat Surety ... 185 125 Columbia ... 295 285 N Y Tile ... 14 120 do pf ... 30 GB ... Miscrellan US STOCKS.

Sequitable ... 283 285 N Y Tile ... 14 120 do pf ... 30 GB ... Miscrellan US STOCKS.

Miscrellan ... 20 do pf ... 30 GB ... Miscrellan ... 195 do pf ... 30 GB ... 30 G

| IntraptCo conv.7 | Sept. 1931 | 99 | 71 | Coupon 4½s, Jan. 1964 | 101 | 103 | KennecottCopC.7 | Feb. 1930 | 93 | 94½ | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 | 103 |

brown and mixed colors, gathered, extras. MEXICO BORROWS EQUIPMENT. POTATOES.—Ber. bbl., \$669.50; Maine, 180 lbs., \$589.25; 165 lbs., \$2.5063; 150 lbs., \$2.756; State and Pennsylvanta, 180 lbs., \$2.7569; 165 lbs., \$2.5092.75; 150 lbs., \$2.80 Leng Island, 195 lbs., \$2.83.75; Danish, 185 lbs., \$2.92.25; Sweets. Jersey, basket., \$162; Maryland, \$1.2591.65; yams. bbl., \$463.

LIVESTOCK AND MEAT PRICES.

1942: Maryland. \$1.2591.65; yams. bol., 4425.

POULTRY, DRESSED.—FRESH KILLED—Chickens, fryers, boxes, 33938c.; roasters, 34942c; stags, 28934c.; fowis, boxes, 276; 41c.; bbls., 27640c.; old cocks, 25628c.; capons, nearby, 56964c.; Western, 20938c.; slips, 45634c.; turkeys, young, 38762c.; old, 56; 556c.; ducks, Western, 28940c.; gens, Western 29630c.; guineas, patr, 75c.631.75; squabs, dozen, \$5612. PROZEN—Chickens, brollers, 28630c.; fryers, 32938c.; roasters, 34643c.; fowis, 20641c.; old cocks, 25622c.; capons, 54300c.; turkeys, young, 56932c.; capons, 54300c.; turkeys, young, 56932c.; capons, 56030c.; turkeys, young, 56032c.; capons, 56030c.; turkeys, young, 56032c.; capons, 56030c.; turkeys, young, 56032c.; dacks, 15622c.; dacks, undrawn, 503440c.; drawn, 60 gooc.

PENNSYLVANIA OIL MARKET. OIL CITT, Feb. 5.—Oil market—No week.

So far thirty locomotives, nine from the Hilinois Central, ten from the Cotton Belt, eight from the Missouri, Kansas and Texas and three from the Gulf Coast lines, and 200 1,000 gallon tank cars have been obtained by the National Railways.

Mr. Peres is in the United States touring the country in search of spare equipment and is being accompanied by F. P. de Hoyes, general agent in New York of the Mexican roads.

September. 7,69 7,69 7,65 7,02-65 7,0

Special Despatch to This New York Hessis.

Chicago, Feb. 5.—Chicago bank clearings this week decreased \$97,596,754 as compared with those of the corresponding week of last year. The total for this week was \$626,208,805, against \$523.

\$05,559 a year ago and \$517,767,038 last week. To-day's clearings were \$72.

603,144.

SAYS AMERICA WILL LEAD IN MOTORSHIPS Prof. Lucke of Columbia Believes U. S. Engineers Will

COST FACTORS ANALYZED

He Expresses Confidence That Steam Vessel Handicap

Solve Difficulties.

directed attention to every possible of saving, and this among other is has further increased the volume otorship building at the expense of mship construction.

"As soon as it appears to be necessary and a make the modifications necessary to adapt any grade of oil to the oil engine that the modifications necessary to adapt any grade of oil to the oil engine that can be fed through pumps from storage tanks and thus wipe out any price differential that may exist, or may develop in the future, with every prospecting costs over competing steam ment. America has done nothing the motorship. On the contrary has been a great increase it steam of carriers, first as a result of war and alter as a national move-

cargo carriers, first as a result of war demands and later as a national movement for the reestablishment of the American merchant marine in a position of some commanding importance at sea. "While America, has been building more and more steamships, the Europeans have been building fewer, in proportion, replacing them by motorships, partly on the basis of demonstrated reliability but mainly on the basis of operating costs. Only now have our shipping interests passed the period of consideration and entered upon that of action.

TWO STOCK ISSUES

IN COPPER SCHEME mon and Preferred.

OST FACTORS ANALYZED

"As matter of fact there is no reason to believe that the Diesel engine cannot be been accessarily more troublesome, and so far it has not been nocessary to take that trouble. It is quite clear, however, that when the price differential becomes great enough and the National City Company, two is engine to this lower grade of fuel oil, or vice versa, and so wipe out the price differential entirely, which will restore to the motor ship all of the advantages to which it is entitled.

"To adapt the motor ship to the burning of the lower grade oil, which seems to be really the only step necessary to eliminate even the residual countries, which will restore to the united States Navy gas gate for the American Society of Mening interests, there are only two eliminate even the residual countries. The preferred stock, according to incompanies and the banks underwriting the debenture issue, for which the public will be allowed to subscribe. The preferred stock, according to incompanies and the banks underwriting the debenture issue, for which the public will be allowed to subscribe. The preferred stock, according to incompanies and the banks underwriting the debenture issue, for which the public will be allowed to subscribe. The preferred stock, according to incompanies and the banks underwriting the debenture issue, for which the public will be allowed to subscribe. The preferred stock, according to incompanies, while a sociation and the syndicate of bankers because it is necessarily more troublesome, and so far it has not done so. It has not done so mainly because it is necessarily more troublesome, and so far it has not done so. It has not done so mainly because it is necessarily more troublesome, and so far it has not done so. It has not done so mainly because it is necessarily

Source Dank lave been building fewer, in proportion, replacing them by motorables, builty on the basis of demonstrated realizability.

Mexicans Hail Decree for Resumption of Business.

Mexicans Hail Decree for Resumption of Business and Resumption of Business.

Mexicans Hail Decree for Resumptio

The abstances of these conquestances where the control of the cont erisily more to buy than does the teamship equipment. Its fuel con-teamship equipment is fuel con-teamship equipment is fuel con-teamship equipment. Its fuel con-teamship equipment is fuel con-te

Plan for Financing Country's Surplus Comprehends Com-

sector of the United States Navy gas time school, a Columbia war institute school, the trained every to man the alikee submarian chasers in European terz, points out that the history of a motor car industry is likely to rest the first of the motor skip.

"It appears from all of the research work that has been done on spraying of the oil and the trusted copper for more than 10 the art developed the primacy shifted this side of the Atlantic.

He says that rising costs due to the arr have increased motor skip building at the expense of steamship construction and that future conditions of a school of coan commerce.

Situation in Europe.

In the heavier residual fuel oils have a say be the compression, which has been accelerated by the proved economy of the equipment that has been accelerated by the motorship over the steamship. The raising of all prices and cost? by the war has directed attention to every possible mource of saving, and this among other things has further increased the volume of motorship building at the expense of steamship construction.

"It appears from all of the research work that has been done in Europe in the case of the copy of the same viscosity.

"It appears from all of the research work that has been done in Europe in the same viscosity.

"If the heavier residual fuel oils have a very great majority of it will be sold for the same viscosity.

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"If the heavier residual fuel oils have a very great majority of it will be sold for the majority of it will be sold for the same viscosity.

"If the heavier residual fuel oils have a very great majority of it will be sold for the m

ROADS ORDER EQUIPMENT.

Far From Stagnant. Manufacturers of railroad equipment Manufacturers of railroad equipment say that although their business is not beoming and railroads have adopted a hand to mouth policy which fulfils their bare needs their market is far from

common to prime steers, 100 lbs. \$5.000 9.25 common to choice bulls, 100 lbs. \$5.000 6.75 common to choice cows, 100 lbs. \$5.000 6.75 common to prime veals, 100 lbs. \$1.000 ft.50 common to prime veals, 100 lbs. \$1.000 ft.50

Special Despatch to Tun New York Hesald.

EXPORTS FROM NEW YORK.